

## **Short Takes on Major Sources of Funding for Bicycle and Pedestrian Projects**

### **Transportation Enhancement Program** (part of the Statewide Multi-modal Improvement Program (SMIP))

*Program Description:* [Transportation enhancements \(TE\)](#) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. Most of the requests and projects awarded in Wisconsin have been for bicycle facilities. Examples of bicycle projects include multi-use trails (in greenways, former rail trails, etc.), paved shoulders, bike lanes, bicycle route signage, bicycle parking, overpasses/underpasses/bridges, and sidewalks.

Transportation enhancement activities must relate to surface transportation. Federal regulations restrict the use of funds on trails that allow motorized users, except snowmobiles. TEA 21 expanded the definition of transportation enhancements eligibility to specifically include the provision of safety and educational activities for pedestrians and bicyclists, which had not been clearly eligible under ISTEA.

*Next Funding Cycle:* A spring, 2006 cycle is anticipated.

*Contact:* [WisDOT District Bike & Ped Coordinators](#)

### **Surface Transportation Program - Discretionary** (part of the Statewide Multi-Modal Improvement Program (SMIP))

*Program Description:* The [Surface Transportation Program - Discretionary](#) provides grants primarily to local governments, transit or transportation commissions, etc. in areas with a population of greater than 5,000 for projects that promote non-highway use or supplement existing transportation activities. Priority is given to projects that promote alternatives to single-occupancy vehicle trips. Funding has gone evenly to transit and bicycle/pedestrian projects in past years. Nearly every bicycle project eligible under the Transportation Enhancement program is also eligible for this program, unless the project will clearly not reduce single-occupant vehicle trips. Unlike the Transportation Enhancement program, bicycle and pedestrian planning is eligible.

*Next Funding Cycle:* This program is not funded for fiscal years 2004 and 2005. Funding beyond that biennium period is unknown.

*Contact:* [WisDOT District Bike & Ped Coordinators](#), or John Duffe, 608-2648723

## **Congestion Mitigation and Air Quality Program (CMAQ)**

*Program Description:* The primary purpose of the [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#) is to fund projects and programs that reduce travel and/or emissions in areas that have failed to meet air quality standards for ozone, carbon monoxide (CO), and small particulate matter. Bicycle and pedestrians projects are eligible for CMAQ if they reduce the number of vehicle trips and miles traveled. Almost all bicycle projects eligible for Transportation Enhancements and STP-D are likely to be eligible (see examples above), but a higher burden of proof that the project will reduce air pollution will be required. CMAQ is NOT a statewide program, only bicycle projects in Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, and Door Counties are eligible.

*Next Funding Cycle:* Spring, 2005 is the next proposed cycle for new applications.

*Contact:* Anita Pusch (262-548-8789) with District 2 or Cindy O'Connor (920-492-5679) with District 3.

## **Other Funding Sources**

***Hazard Elimination Program*** - Bicycle and pedestrian projects are now eligible for this program. This program focuses on projects intended for locations that should have a documented history of previous crashes.

Contact [WisDOT District coordinators](#) first for more details. Chuck Thiede at 608-266-3341 is the statewide coordinator.

***Surface Transportation Urban Funds*** - Metropolitan areas receive an allocation of funds annually. These funds can be used on a variety improvement projects including bicycle and pedestrian projects. Most of the Metropolitan Planning Organizations (MPOs) that administer this program have been using these funds to integrate bicycle and pedestrian projects as larger street reconstruction projects are taken on.

Contact [MPOs](#) for more information.

***Incidental Improvements*** - Bicycle and pedestrian projects are broadly eligible for funding from most of the major federal-aid programs. One of the most cost-effective ways of accommodating bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodation as is used for the larger highway improvement, if the bike/ped accommodation is "incidental" in scope and cost to the overall project. Overall, most bicycle and pedestrian accommodations within the state are made as incidental improvements.